

# ARMY AND NAVY CHRONICLE.

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## Congressional Documents.

### REPORT OF THE QUARTERMASTER GEN'L.

QUARTERMASTER GENERAL'S OFFICE,  
Washington City, Nov. 29, 1839.

SIR: In obedience to your orders, I have the honor to report the operations of the Quartermaster's Department for the fiscal year ending on the 30th of September last.

The last annual report exhibited a balance in the hands of the officers of the department to be accounted for, amounting to \$320,918 49

To which is to be added—

1. Ascertained error in that statement	52,970 03
2. Remittances through this office—	
In the 4th quarter of 1838 \$787,275 00	
In the 1st quarter of 1839 573,356 82	
In the 2d quarter of 1839 395,923 82	
In the 3d quarter of 1839 495,805 00	
	2,257,360 64
3. Remittances through other departments, to be accounted for through this department	85,205 85
4. Amount derived from sales of public property and rent of grounds, &c. during the year ending the 30th September, as far as accounts have been received	75,527 33

Making the total to be accounted for 3,291,932 39

From which the following sums are to be deducted, viz:

Disbursements in the 2d quarter of 1836, the 1st, 2d, and 3d quarters of 1837, and the 1st, 2d and 3d quarters of 1838, the accounts for which have been rendered since the 30th of September of last year, and were not included in the last report, amounting to	\$422,040 15
Disbursements in the 4th quarter of 1833	781,360 28
Disbursements in the 1st quarter of 1839	668,979 59
Disbursements in the 2d quarter of 1839	599,614 09
Disbursements in the 3d quarter of 1839, as far as accounts have been received	508,964 76
Repayments into the Treasury, and warrants in favor of officers which have been cancelled	25,185 83

Making the whole amount accounted for during the fiscal year 3,006,144 70

Leaving in the hands of officers and agents of the department to be accounted for hereafter 285,837 69

Of this sum it is believed that about \$25,000 will be accounted for, in the accounts of officers on the extreme southwestern frontier, for the 3d quarter, which have not yet been received. The balance is divided among more than eighty officers, and, with the exception of a small amount due by officers who

have left the army, is applicable to the service of the present quarter. From this exhibit it will be seen that the accounts of the officers and agents of the department have been rendered with great promptitude.

The accounts of the department are complicated, and the labors of its officers increased, by the great number of specific appropriations. Except for permanent objects, I respectfully recommend that a single appropriation be made. The public funds would be equally secure. We would avoid the claims made by officers for disbursing many of the appropriations, and the business of the department would be more readily investigated.

Of the works under the direction of this department, on the western frontier, the survey of the military road from Red river to the Mississippi at Fort Snelling, has been made, and the southern section, extending from Red river to the Arkansas, 140 miles, has been completed. That part of the middle section, extending from Fort Leavenworth to Marias de Cygne, 72 miles, has also been completed, and contracts have been made to continue the work to Spring river, 86 miles farther, by the 30th of June, 1840. One hundred and twenty-eight miles will then remain of the route to the Arkansas. This, I would recommend, should be completed in the course of the next season by the labor of the troops, and under the direction of the officer commanding on the southwestern frontier.

The barracks at Fort Smith on the Arkansas are in progress; but owing to the difficulty of obtaining laborers and materials, they are not so far advanced towards completion as was expected. I have estimated for an amount which I hope will be sufficient, with judicious management, to complete them in the course of the next season.

The barracks at Fort Leavenworth are in rapid progress; and if an adequate appropriation be made, they may be completed during the next year.

Measures have been adopted to construct barracks and defences on the Illinois river, about 60 miles north of Fort Smith.

Fort Gibson, next to Fort Leavenworth, is the most commanding position on the western frontier. A strong work is required there with barracks and other accommodations for a regiment of infantry and two squadrons of cavalry. Auxiliary to this should be a work at Spring river, and another at or near Marias de Cygne, each with accommodations for a battalion of infantry and a squadron of cavalry. These sites should, if possible, be occupied, and the works completed during the next season.

To establish those posts, and complete and preserve the military road which is to connect them, are objects not of mere local concern, but of the highest national importance. The frontier, from the Missouri to Red river, a distance of more than four hundred miles, is in immediate contact with near 20,000 Indian warriors, all of whom have been removed from the east of the Mississippi, and many of them with no very strong feelings of friendship towards us. Those warriors, united under a determined and intelligent chief—and they have many such among them—would be able in a single month to lay waste the entire frontier. The cost of one seventy-four, or of one of the second rate fortresses intended for the protection of the seaboard, would be sufficient for all the works required on that important line.

The effect of those works, with the frequent movement of bodies of mounted men on the road between them, would be to intimidate the Indians inclined to become hostile, and inspire those disposed to be friendly, as well as our own citizens, with confidence. Should war occur, they would constitute the proper

base of operations, each post forming a rallying point for the militia and volunteers in its rear, and for such friendly Indians as might be disposed to join our standard.

If it be contemplated to establish posts on the route surveyed between Forts Leavenworth and Snelling, I would recommend that the ordinary log cabins and block houses of the frontiers alone be constructed, and with as little expense as practicable. The natural line of defence of that frontier is the Missouri river itself: it runs nearly parallel with the Mississippi, through several degrees of latitude; and will afford the best boundary west for the States that must in a very few years be formed north of the State of Missouri. As to the road, I would recommend that neither money nor labor be expended upon it. The whole country is represented as an open prairie, that may be traversed in all directions without difficulty. Posts on the Missouri in advance of Fort Leavenworth, at the mouth of Table Creek, and at or near the mouth of Sioux river, with one on the Saint Peter's, would have much greater influence over the Indians between the former river and the Mississippi, than any posts placed on the line near the white settlements. I recommend that they be established.

To secure the communication with Fort Snelling, barracks for two companies, with good blockhouses, are necessary at some intermediate point between that post and Prairie du Chien; and for the security of the extending settlements of Wisconsin, a post is required at Sandy lake, or some other point in advance of Fort Snelling, on the Upper Mississippi; and another at Fond du Lac, the southwestern extremity of Lake Superior.

Estimates have been received for the funds and materials required for extensive repairs at Jefferson barracks; but I would recommend that no other expense be incurred there than that which may be necessary, to preserve the buildings from decay. When that post was established, there was a powerful Indian force east of the Mississippi, both north and south, and it was then the most eligible point at which we could station a small reserve;—the removal of the Indians, and the great extension of our settlements west, have divested it of much of its military importance, particularly when we consider the character of the only enemy we are likely to have on the western frontier. Our system should conform to our peculiar circumstances; and to produce the best effect upon the Indians on our borders, all the force we can spare should be as near them as we can place it. Fort Leavenworth is, therefore, the proper position for the disposable force. It is in advance of our place of arms on the Missouri, and is a point whence the flank and rear of the Indian tribes, both north and south of that river, may be readily assailed: it can be abundantly and cheaply supplied, and promptly reinforced by the militia of the neighboring States; who form the only available reserve for the support of our entire line of frontier.

If posts be established on the Missouri, in advance of Fort Leavenworth, iron steamboats would be preferable to those of wood. The Missouri is filled with sand bars, snags, and sawyers, which render its navigation by wooden boats often difficult and dangerous. The iron boat sustains but little injury from striking on snags or logs, it is besides more buoyant, and of course better adapted to shallow waters.

If it be intended to place a force permanently on the Detroit and Niagara frontiers, appropriations will be required to purchase sites and erect barracks. The rents we are compelled to pay at Detroit for the temporary accommodation of the troops, are greater in amount, it is believed, than the interest on any sum that would be necessarily expended in providing permanent accommodations for them. The most eligible site in that vicinity has been offered to the public, at what I consider a reasonable price, but to secure it, legislative authority is necessary. A site can be ob-

tained near Buffalo, and it would be good policy to secure it; but as temporary barracks have already been erected there to accommodate the troops, I would not advise any thing more at present than to purchase the site, and prepare materials for building.

An appropriation is required for barracks at Oswego; also, for additional accommodations at Sacket's harbor; and to complete the barracks now being erected at Plattsburg. Should there be no expensive movements on the Canada frontier during the ensuing season, the appropriation made by Congress at its last session, for the defence of that frontier and the preservation of our neutral relations, if authority be obtained to apply it, would be more than sufficient to purchase the sites and erect all the buildings required.

I have not been able to present a statement of the several appropriations disbursed through this department, for the reason that the accounts are kept only at the Treasury. An attempt was made some years ago to keep those accounts, as well as the individual accounts of the officers of the department, in this office, but our force was not sufficient for the additional labor, and the measure was abandoned. It being the duty of the accounting officers of the Treasury to keep all those accounts, I did not see the advantage of another class of officers being employed on precisely the same duty; and not considering the object throw the expense, I have never asked for the force necessary to accomplish it. From the best data I have at hand, I have caused a statement of the accounts of the officers to be prepared, which is herewith submitted, marked B, but it must be taken as a mere approximation to the truth; for every remittance made direct from the Treasury, and every voucher disallowed and not reported to me would vary the result. The accounts of officers, both of money and property, undergo a rigid examination in this office; but this is done not for the purpose of settling them, (that being the business of the Treasury,) but of ensuring the proper application to the public service, of all the means confided by the Government to the department.

I have the honor to be, sir, your obedient servant,  
THOMAS S. JESUP,

*Major General and Quartermaster General.*

HON. J. R. POINSETT,  
*Secretary of War, Washington City.*

#### REPORT OF THE SURGEON GENERAL.

SURGEON GENERAL'S OFFICE, }  
November 8, 1839. }

SIR: The time having arrived when I should again render an account of the fiscal transactions and other operations of the Medical Department of the army, I beg leave to submit to you the following statement and report:

The medical supplies for the army within the last year were regularly furnished when required, and of the best quality, and they have been accounted for in a satisfactory manner, both by the medical officers of the army, and the private physicians employed in the military service of the United States. \* \* \*

The number of cases of indisposition which have been under treatment by the medical officers of the army and private physicians temporarily in the service of the U. States, during the last twelve months, was 22,849; 22,248 of which occurred within the past year; 649 being cases that remained of the preceding year. Of the whole number of persons reported sick, 21,940 have been restored to duty, 131 have been discharged the service, 55 have deserted, and 214 have died; leaving, on the 30th September, 1839, 909 still on the sick report.

From the monthly returns and other reports it is estimated that the aggregate mean strength of the army for the last year was 8,950; and, as the number taken sick during the year was 22,248, and the aggregate of



deaths was 214, it will appear that the proportion of cases of disease to the number of men in service was as 2½ to 1, or 249 per cent.; the ratio of deaths to the number of men as 1 to 42, or 2 and 4 tenths per cent.; and the proportion of deaths to the number of cases treated as 1 to 107, or a fraction less than 1 per cent.

From our observations it is found that the troops which have taken the field from southern stations, have suffered less from sickness, and lost fewer men by disease, since they came into Florida, than while they were stationary at their posts. Nor have the corps from the north suffered from disease and death to the extent that is generally believed.

The reports in this office, from every section of the United States, show this result; and, as I am satisfied of the fact, I deem it to be my duty to correct an error of opinion that seems to pervade the country to the manifest injury of the military service.

In further illustration of this subject, the statements marked C and D are submitted.

The law requiring an examination of candidates for appointment, and of assistant surgeons for promotion, in the medical department of the army, has been rigidly enforced.

Two junior surgeons, whose examination for promotion had been unavoidably deferred, and three assistant surgeons of five years' standing, were ordered to present themselves, and thirty-six applicants for appointment to the medical staff of the army, were invited to appear, before the medical board lately in session at New York. The surgeons and assistant surgeons having undergone a thorough examination upon all the branches of Medical science, and received a favorable report from the board, the first two were sustained in their advanced position, and the last three rendered *legally* qualified for promotion. With the candidates for admission into the army, however, the result of the examination was very different. Of the thirty-six who were invited to appear before the board, twelve declined the examination, (two after having reported to the board,) two were excluded on account of their age, and twenty-two were examined; and of these last, five only were found to possess all the qualifications essential to an appointment.

It may be that we have erected too high a standard of merit—that too much is exacted from the human intellect; we are not conscious, however, that more has been asked than ordinary talents, a good primary education, and the actual study of the science of medicine, can attain. At all events, some few have reached the highest scale of excellence; and while as many of these choice spirits can thus be secured as will fill our ranks in each succeeding year, we shall not relax in our requirements upon those who claim to be admitted into the medical staff of the army.

But to account for the humiliating result of the examination on the present and on former occasions, we have only to look to the system of education which now obtains in the country.

The facilities of acquiring medical knowledge, or, rather, of becoming professional men, are so great, that many persons are seduced into an attempt to become physicians, without the basis of an education. There are others again, who, having received a good primary education, and also passed through a regular classical or collegiate course, (and thereby rendered qualified for scientific pursuits,) are induced from motives of economy and convenience, or with the view of sustaining institutions of their own State, to enter some of the small medical schools, where they cannot possibly have the advantages of anatomical dissection (the ground-work of the profession) or the means of clinical instructions upon an extended scale. A knowledge of the science of medicine is not, like divinity and law, to be acquired by reading books in the closet, and listening to the reading of a course or two of lectures; it can only be attained by seeing and feeling, in connexion with the knowledge acquired from books.

The great multiplication of medical schools in every section of the country, together with the proverbial facilities of becoming licensed practitioners, has so lowered the standard of professional excellence, and so manifestly degraded the medical character of the United States, that the present system will be, it is to be hoped, by a more enlightened public opinion, ere long put down. The interest of the country is so much divided by these various institutions, and the patronage to each is consequently so small, that many of our ablest medical men will not accept places in them; were it practicable, however, for the professors to obtain adequate compensation for their services, it would be impossible to find professional men enough, of talents and attainments, to occupy the several chairs in the innumerable medical schools in every town, village, and cross-road place, throughout our States and Territories.

Every officer of this department has been almost continuously on duty, seldom more than two at a time on leave of absence, and in no instance more than four even temporarily absent from duty. The duty in Florida, particularly, has been so irksome as to produce some murmuring from two or three individuals of the corps; but as those persons generally grumble the most who have the least cause of complaint, and are the least deserving, perhaps, of special consideration, I have not permitted these symptoms of dissatisfaction to interfere with the general arrangements of the department, or to paralyze for a moment our efforts to meet the actual requirements of the service.

The service in Florida to most of the medical officers employed there, has been, indeed, not only irksome but exceedingly laborious and hazardous, many of them having, from the very dispersed state of the troops, to give their attendance to two, three, or more posts and stands; frequently passing from one station to another without an escort, and occasionally under the fire of the enemy.

Among others whose lot it was to perform more than ordinary duty, was the accomplished surgeon, Richard Clark, who, in the height of his usefulness, was lately cut off by disease.

Doctor Clark having been called to a distant post, where the whole command, officers and men, lay prostrate from disease, he at once gave all the energies of his mind and body to the assistance of his suffering comrades; and while thus engaged in administering, by day and by night, to the diseases and to the wants of the sick, he was inhaling the noxious vapors of the place, even to his own destruction. After rendering much assistance, and indeed all the aid practicable, he himself sank to the ground, and in a day or two afterward yielded up his gallant spirit, a martyr to the calls of humanity and his country's good.

For this very severe and perilous duty—this extraordinary devotion to their country's cause, (this extra service being peculiar to themselves, and not absolutely to be required of them,) these officers are entitled to a full measure of praise; and I do not hesitate thus to express the high sense that I entertain of their public services and of their public worth.

In obedience to your instructions a commission, consisting of three medical officers, was appointed to examine the banks of the Ohio river, between Pittsburgh and Wheeling, and also the shores of lake Erie, with the view to the selection of sites for marine hospitals. The board having completed the reconnoissance of the country designated, and collected a mass of useful information touching the subject of inquiry, made a detailed report of its proceedings, recommending a change of location for the hospital on the upper Ohio, from Wheeling to the vicinity of Pittsburgh, while it sustains the decision of the former board in favor of Cleveland over Presqu'isle and other points, as the site for the hospital on the shore of lake Erie. As this report takes a different view of several matters and circumstances from that of the former commission, I beg leave to recommend them both to your attentive perusal and consideration.

From these two able reports, and the various statistical and other documents accompanying them, the President will receive all the lights upon the subject of inquiry of which it is susceptible, and can consequently determine understandingly upon the points at which the contemplated hospitals shall be erected.

I have, within the past year, with the assistance of one or two medical officers, brought up almost all the back business, which had for years, in consequence of the want of force in the office, been accumulating upon the department.

The accounts of every officer of the department, and of private physicians in the service of the United States, as far as this office is concerned, have been brought up and closed to the 31st of March; and, with the exception of four or five, whose returns have not come in, even to the 30th of September of the present year.

I have also had prepared, or have now in a state of forwardness, a meteorological register, embracing thermometrical observations, for a series of years, in every section of our States and Territories; also, a report on the vital statistics of the army and the medico-topography of the military stations, extending over a period of twenty years; all which will be ready for the press in a few days, should their publication be authorized by Congress or by the Department of War.

I beg leave, in conclusion, to call your attention again to the fact that the services of another clerk are indispensable to this office. While I have the control of the department I shall keep the business up; and if I cannot obtain the aid of a regular clerk, I must call into requisition the occasional services of one or more of the medical officers of the army.

All which is respectfully submitted.

TH. LAWSON,  
Surgeon General.

HON. JOEL R. POINSETT,  
Secretary of War, Washington.

### MISCELLANY.

**BURGES'S BATTLE OF ERIE.**—The public have had about enough, we believe, of the mere personal controversy connected with this famous engagement, and in taking up Mr. Burges's spirited *lecture* (for as such it was first given,) we do not intend noticing that branch of the subject. There are some incidental points struck out by the writer, which are of fresher interest, if not of equal importance, just now. We have seen in the position taken by Rhode Island men, on sundry occasions, that this State was in its maritime character, at the commencement of the revolution, very decidedly in advance of any and all other of the colonies; but we have never seen that position so well explained, or maintained, or scarcely attempted to be maintained by evidence at all, previous to the appearance of the publication before us. Mr. Burges is not afraid to assert, that, small as the State is, and scanty as was her population in those days, (and it only about equals that of the city of Boston at present,) she had nevertheless more nautical men fit to command, and more vessels fit for public service, than any other.

Moreover, a new plume, and a proud one, is now planted in the cap of Rhode Island by the statement that the idea of a *national fleet* was first conceived within her limits. In August, 1775, the General Assembly made the initiatory movement towards this object: the earliest scheme of the sort ever got up on our side of the sea. This, Mr. Burges shows from their journal, wherein, speaking of the war being brought to an end, they express their conviction, that the building and equipping an American fleet, as soon as possible, would greatly and essentially conduce to the preservation of the lives, liberty and property of the good people of these colonies; and, therefore, instruct their delegates to use their whole influence, at the ensuing Congress, for building, at the continental

expense, "a fleet of sufficient force for the protection of these colonies, and for employing them in such manner and places, as will most annoy our enemies," and contribute to the common defence of these colonies, &c. Congress came together in September, and Stephen Hopkins and Samuel Ward were the delegates from Rhode Island.

The Journal, on page 147, vol. 1st, reads thus: "Tuesday, Oct. 3d, one of the delegates from Rhode Island, laid before Congress a part of the instructions given them by their two Houses of Legislature, on the 26th of August last." And these are the first intimations, we are told, which the records of Congress show on the subject of a continental fleet. Who the Rhode Islander was that made the suggestion, and deserves the glory of it, Mr. Burges has been unable to ascertain, and we are sorry for it, but should by no means relinquish the hope of finding out the fact, for much more distant and difficult historical problems, (to all appearances,) have been solved by the diligence of determined enquiries. But be this as it may, the conduct of Congress shows how highly they appreciated the hint. November 25th, they took into consideration the rules and orders for the fleet of the United Colonies. On Tuesday, the 28th, these were debated, paragraph by paragraph, and finally agreed to and settled. December 22d, the committee for engaging armed vessels, reported that they had engaged four, viz:

The Columbus, Abraham Whipple, Captain; the Alfred Dudley, Saltonstall, Captain; the Andrew Dorea, James Biddle, Captain; the Cabot, John Burroughs Hopkins, Captain. That they had appointed Esek Hopkins, Commodore of the fleet. That they had appointed John Paul Jones, Rhodes Arnold, Haysted Hacker, Jonathan Pitcher, and — Stanbury, first Lieutenants; and Benjamin Seabury, Joseph Olney, Elisha Weaver, Thomas Weaver, — M'Dougal, second Lieutenants. This, Mr. B. observes, is the first American fleet which ever hoisted sail to the winds of heaven. Rhode Island furnished two of the ships; also the Commodore of the fleet; two of the Captains; three of the first, and four of the second Lieutenants; and, in all probability, most, if not all the other officers and men for at least two of the ships.

This report was received and established; and now Commodore Hopkins, with the fleet under his command, was ordered to proceed to the Bahama Islands, and capture the warlike stores of Great Britain deposited at New Providence; and then to cruise on the coast of the Carolinas, and intercept the British vessels found in those waters.

The first of these orders was fulfilled to the letter. For the Commodore more than loaded his fleet with those stores; and was obliged to impress one of the colonial vessels to aid in bringing away the captured cannon and munitions of war. It is believed he sailed from the United Colonies early in February, 1776; for on the 3d of March, of that year, he captured the fort at New Providence.

After this success, his fleet being deeply laden with stores so highly important to the colonies, he, to secure these valuable stores, returned directly, and unloaded them at New London.

Such is the account given us of our earliest national maritime expedition. We have certainly no reason to be ashamed of it.

The ranks in this little Navy above Captain, were Admiral, Vice-Admiral, Rear Admiral, and Commodore. Esek Hopkins, of North Providence, was the first and only American who ever wore the title of Admiral in an American fleet.

All this would seem to be glory enough for one Colony, especially one so small, to say nothing of its exploits on the water previous to the revolution, or in the course of it, including the capture of Gen. Prescott by General Barton, (a Rhode Islander too, as Captain Olney was,) and especially the famous cutting out of the British frigate from the harbor of New-



port, in 1773, which last act is asserted by some, though we think not advisedly, to have been mainly instrumental in bringing on the war. This, however, satisfies not Mr. B.'s patriotism, and he reminds us in coming to his controversy about Elliott, that Commodore Perry was a native of Rhode Island, and that he carried with him from that State up to the Lake, those men, who, under his direction, with the aid of a few others, built and equipped the fleet, which, under his command, subdued the enemy on those waters. He tells us elsewhere that Perry carried with him from Newport, 149 men and three boys, all of whom were volunteers. Some were commissioned officers, some warrant officers, some artificers, some seamen, and some ordinary seamen. These were men who knew their leader well, and their leader knew them. "Nothing," says Mr. B. "can show this attachment to Perry more strongly than the fact, that James Weaver, a master's mate, who, a boy, when Barton captured Prescott, was then his guide, now volunteered to go to Erie with his gallant young townsman, in the dead of winter, to this unknown northern service." And the result shows the advantage of such a feeling in the corps. These rude Yankees, with a few more shipwrights, smiths, caulkers, riggers, and sailmakers, built and equipped this fleet; and launched the whole into the harbor of Erie, rigged and ready to sail, *in about ninety days after the first blow was struck.*

They built, from the stump, six vessels; the Lawrence, of twenty guns—two long twelves, and eighteen 24 pound carronades; the Niagara, of two long twelves, and eighteen 24 pound carronades; the Ariel, of four guns, 18's and 24's; the Scorpion, of two guns, 32's; the Porcupine, of one gun, a thirty-two; and the Tigress, of one gun, a thirty-two.

During the same time, they repaired and made efficient, the Caledonia, of three guns, 24's and 32's; the Somers, of two guns, 32's; the Trippe, of one gun, a thirty-two; and the Ohio, of like force, but not in the battle. We much doubt if an instance of more efficient energy can be found in all the annals of human war. Our fighting fleet mounted in all 54 guns; the British 64. The result need not be described. It was the first fleet fight ever fought in battle line by the American navy, and the victory was complete, and not merely in itself complete, but, as Mr. B. says, it demolished the British forces in Upper Canada; and it dispersed the northwest confederacy of Indian tribes and warriors, who immediately threw themselves on the mercy of the United States; and thus it secured the whole frontier, from Lake Ontario to the Mississippi.

The number of wounded in our fleet on this occasion was 96, and among the valuable documents which occupy the appendix of the volume before us, we notice the statement that *only three of this number died.* Dr. Parsons (also a Rhode Islander) who was a surgeon in the action, and the only one able to do duty after it, attributes this singular result to the effects of victory in a great degree; and we have no doubt he is right. The hope of it must also have had a somewhat similar effect, for although over two hundred cases of bilious fever were reported just previous to the battle, *only 78* were reported unfit for action on the morning when it was fought.

Dr. Parsons, by the way—and the fleet with him—had a narrow escape, which many would call providential. While he was stooping in the cock-pit, diligently dressing the wounded, a shot, hulling the ship through and through, passed just above his head. Had he been standing up, nothing could have saved him; and the wounded in the fleet would have been left without relief. The two other surgeons were disabled. From the Doctor's very interesting letter to Dr. Perry, the son of the commander, we cannot forbear quoting a passage which appears to us strikingly descriptive of the horrors of a battle. Few perhaps are aware how bloody this one was.

"The enemy's fleet was discovered from the mast-

head at 5 o'clock, A. M., and at 7, all the vessels could be seen from the deck. At 9, began the busy scene of casting loose guns, drawing around them supplies of balls, grape and cannister, arranging pikes and cutlasses, and girding on pistols for boarding, hammering flints, and lighting matches. Mutual requests passed between individuals, for the survivor to notify the friends of the non-survivor and to take charge of his effects; and the Commodore handed to the Surgeon a package of papers, inclosed in lead, to be thrown overboard in the event of his falling. The shallowness of the vessel, allowing no place for the wounded, they were received upon the floor of the wardroom, which was on a level with the surface of the water, and about ten feet square. The hatchway leading from this room to the deck was closed, leaving a small aperture for passing cartridges through from the magazine to the deck. Men were stationed forward at the main hatchway to receive the wounded and pass them through the steerage to the wardroom; and to take them again from the Surgeon forward to the berth deck. At 10 o'clock, the martial music struck up the thrilling sound, 'all hands to quarters!' The fighting flag was then displayed at masthead, and the valor and patriotism of the crew appealed to by the Commodore, which they responded to with three hearty cheers. A breathless stillness now reigned through the ship, more dreary below deck from the dim twilight of the apartment. The dread scene too, so near at hand, was painted by the imagination in horrid forms; yet mingled with buoyant hopes of victory and of again seeing home and kindred. But the scene changed. Suddenly we were roused from a long reverie of foreboding suspense, by the electrifying sound of the enemy's cannon; and soon followed the deafening thunders of our own broadsides—the crash of balls hulling our bulwarks, and the shrieks of the wounded upon deck! The wounded poured down so fast that nothing further was attempted for them during the battle, than securing bleeding arteries and applying splints to shattered limbs, and severing from the body such limbs as hung by small portions of the flesh. Several, after receiving this treatment, were again wounded; a young officer while moving from me with a tourniquet on the arm, received a cannon ball in the chest; and a seaman with both arms fractured was afterwards killed by a cannon ball. The battle raged with great fury; and in an hour and a half, had so far swept the decks that new appeals for surgical aid were less frequent, a remission at this time most welcome, as the repeated request of the Commodore to spare him another man, had taken the last one stationed to assist in moving the wounded; and it is worthy of record, that several of the wounded, themselves, crowded upon deck at this critical period, to lend a feeble hand at the guns."

Things looked rather desperate at this juncture, owing, as Mr. B. of course argues, and as most people seem to believe, to the holding back of Elliott in the Niagara. Perry, however, rectified that mistake in a style of gallantry to which is there hardly a parallel in the history of the war. It was an act perfectly in the classical or the chivalrous fashion; one we should certainly look for in the crude but heroic skirmishes of the fabulous or the romantic ages, and from such worthies as Achilles or Capt. John Smith, much sooner than among the systematic movements and etiquetrical leaders of modern warfare. But Perry, though a disciplinarian, was also a hero. He knew the value of system and etiquette, and he knew as well the proper occasions for letting them go.—Had he stood in Nelson's place at Copenhagen, he would have been too blind of one eye, like him, to see what a brave spirit could not brook. As it was, he disclosed the same soul, and it had the same effect. One man might be said to have won that battle. He fought for the American Copenhagen. He was the Nelson of Lake Erie.

ACCOUNT OF THE VISIT OF THE FRENCH FRIGATE L'ARTEMISE AT THE SANDWICH ISLANDS.—Extracted from an article in the Hawaiian Spectator, a quarterly journal edited by P. A. Brinsmade, Esq., American Consul for the Sandwich Islands, and published at Honolulu, island of Oahu. The article was prepared by J. J. Jarvis, a gentleman residing at the islands in a commercial capacity.

The French frigate L'Artemise, C. Laplace, commander, arrived at Oahu, July 9th, commissioned to settle the difficulties existing between the Government of France and the King of the Sandwich Islands. The purport of the visit is best set forth in the subjoined manifesto, as published in the Sandwich Island Gazette, July 13th, 1839, addressed by Capt. Laplace, in the name of his Government, to the King of the Sandwich Islands.

"His Majesty, the King of the French, having commanded me to come to Honolulu, in order to put an end, either by force or persuasion, to the ill treatment of which the French have been the victims at the Sandwich Islands, I hasten first to employ this last means as most conformable to the political, noble, and liberal system pursued by France against the powerless, hoping thereby that I shall make the principal chiefs of these islands understand how fatal the conduct which they pursue toward her will be to their interests, and perhaps cause disasters to them and to their country, should they be obstinate in their perseverance. Misled by perfidious counsellors, deceived by the excessive indulgence which the French Government has extended toward them for several years, they are undoubtedly ignorant how potent it is, and that in the world there is not a power which is capable of preventing it from punishing its enemies; otherwise they would have endeavored to merit its favor, or, not to incur its displeasure, as they have done, in ill treating the French. They would have faithfully put into execution the treaties, in place of violating them as soon as the fear disappeared, as well as the ships of war which had caused it, whereby bad intentions had been constrained. In fine, they will comprehend that to persecute the Catholic religion, to tarnish it with the name of idolatry, and to expel, under this absurd pretext, the French from this archipelago, was to offer an insult to France and to its sovereign.

"It is, without doubt, the formal intention of France that the King of the Sandwich Islands be powerful, independent of every foreign power which he considers his ally; but she also demands that he conform to the usages of civilized nations. Now, amongst the latter, there is not even one which does not permit in its territory the free toleration of all religions; and yet, at the Sandwich Islands, the French are not allowed publicly the exercise of theirs, while protestants enjoy therein the most extensive privileges; for these, all favors; for those, the most cruel persecutions.—Such a state of affairs being contrary to the laws of nations, insulting to those of Catholics, can no longer continue, and I am sent to put an end to it. Consequently, I demand, in the name of my Government,

"1st. That the Catholic worship be declared free throughout all the dominions subject to the King of the Sandwich Islands; that the members of this religious faith shall enjoy in them all the privileges granted to Protestants.

"2d. That a site for a Catholic church be given by the Government at Honolulu, a port frequented by the French, and that this church be ministered by priests of their nation.

"3d. That all Catholics imprisoned on account of religion, since the last persecutions extended to the French missionaries, be immediately set at liberty.

"4th. That the King of the Sandwich Islands deposit in the hands of the captain of L'Artemise the sum of twenty thousand dollars, as a guarantee of his future conduct toward France, which sum the Government will restore to him when it shall consider that the accompanying treaty will be faithfully complied with.

"5th. That the treaty signed by the King of the Sandwich Islands, as well as the sum above mentioned, be conveyed on board the frigate L'Artemise by one of the principal chiefs of the country; and, also, that the batteries of Honolulu do salute the French flag with twenty-one guns, which will be returned by the frigate.

"These are the equitable conditions, at the price of which the King of the Sandwich Islands shall conserve friendship with France. I am induced to hope that, understanding better how necessary it is for the prosperity of his people, and the preservation of his power, he will remain in peace with the whole world, and hasten to subscribe to them, and thus imitate the laudable example which the Queen of Tahiti has given in permitting the free toleration of the Catholic religion in her dominions; but if, contrary to my expectations, it should be otherwise, and the King and principal chiefs of the Sandwich Islands, led on by bad counsellors, refuses to sign the treaty which I present, war will immediately commence, and all the devastations, all the calamities, which may be the unhappy but necessary results, will be imputed to themselves alone, and they must also pay the losses which the aggrieved foreigners, in these circumstances, shall have a right to reclaim.

"The 10th of July, (9th, according to date here,) 1839.

C. LAPLACE.

*Captain of the French frigate L'Artemise.*"

At the same time the following official letter, from Captain Laplace, also published in the Gazette, was sent to the British Consul:—

"Monsieur le Consul:

"Having been sent by my Government to put an end to the ill treatment to which, under the false pretexts of catholicity, the French have been subjected for several years in this archipelago, my intention is to commence hostilities the 13th July, (which is the 12th of your date,) at 12 A. M., against the King of the Sandwich Islands, should he refuse to accede immediately to the just conditions of the treaty presented by me, the clauses of which I explain in the manifesto of which I have the honor of sending you a copy. Should this chief, contrary to my expectation, persist in his blindness, or to express myself more plainly, to follow the advice of interested counsellors to deceive himself, I will be constrained in this case, to employ the strong means of force which I have at my disposition. I consider it my duty to inform you, Monsieur le Consul, that I offer asylum and protection on board the frigate L'Artemise to your compatriots, who may apprehend danger, under these circumstances, on the part of the natives, either for their persons or property.

"Receive, Monsieur le Consul, the assurance of the very distinguished considerations of your devoted servant,

"Post Capt. commanding the ship L'Artemise,

"C. LAPLACE."

A similar communication was sent to the American Consul, with this addition:

"I do not, however, include in this class, the individuals who, although born, it is said, in the United States, make a part of the protestant clergy of this archipelago, direct his councils, influence his conduct, and are the true authors of the insult given to him by France. For me, they compose part of the native population, and must undergo the unhappy consequences of a war which they shall have brought on this country."

After these communications were sent ashore, the harbor was declared in a state of blockade. A vessel was sent to Maui with despatches for the King, requesting his appearance; while Haalilo, his secretary, remained on board the frigate as a hostage for his arrival. At the request of her excellency Kekauluohi, the date for commencing hostilities was prolonged to Monday the 15th, on account of his Majesty's absence. Much excitement prevailed in the meanwhile, both among natives and foreign residents. Reports



having been spread that bands of lawless men, from among the lower classes of the natives, were prepared to take advantage of any confusion which might arise, to attack and pilfer all exposed property, the foreign residents assembled and organized themselves into a body for mutual defence. What arms could be procured were placed in readiness, and the Seamen's Chapel selected for a rendezvous in a case of emergency. Owing to the vigorous measures taken by the Government to maintain order among their subjects, the town remained perfectly quiet, while every assurance was given the residents by the island authorities, of their good feeling and willingness to co-operate in any reasonable plan for their protection.

His Majesty, not having arrived by Saturday, the 13th, Col. Kekuanaoa, acting Governor of Oahu, delivered the sum demanded on board the *l'Artemise*, also the treaty, (according to the manifesto,) signed by the Governoress Kekauluohi, and himself, in behalf of their sovereign. In the mean time the French flag was saluted by the fort by twenty-one guns, which were immediately returned. The King arrived at 9 o'clock the next morning, and immediately landed. At 11 o'clock, a military mass was celebrated on shore, in a straw house belonging to the King, attended by Captain Laplace, escorted by a company of one hundred and fifty men, with fixed bayonets and martial music. All fears of hostilities having now subsided, the usual courtesies were exchanged with the foreign residents, and on Wednesday his Majesty and suite visited *l'Artemise*, and were received with the customary honors. On the same day the following treaty of commerce and amity was signed between the contracting parties.

Article 1. There shall be perpetual peace and friendship between the King of the French and the King of the Sandwich Islands.

Article 2. The French shall be protected in an effectual manner in their persons and property by the King of the Sandwich Islands, who shall also grant them an authorisation sufficient so as to enable them juridically to prosecute his subjects against whom they will have just reclamations to make.

Article 3. This protection shall be extended to French ships and to their crews and officers. In case of shipwreck, the chiefs and inhabitants of the various parts of the archipelago shall assist them and protect them from pillage. The indemnities for salvage shall be regulated, in case of difficulty, by arbiters selected by both parties.

Article 4. No Frenchman accused of any crime whatever shall be tried, except by a jury composed of foreign residents, proposed by the French consul, and approved of by the Government of the Sandwich Islands.

Article 5. The desertion of sailors belonging to French ships shall be strictly prevented by the local authorities, who shall employ every disposable means to arrest deserters, and the expenses of the capture shall be paid by the captains or owners of the aforesaid ships, according to the tariff adopted by the other nations.

Article 6. French merchandise, or those known to be French produce, and particularly wines and *eaux de vie*, (brandy,) cannot be prohibited, and shall not pay an import duty higher than 5 per cent. ad valorem.

Article 7. No tonnage or importation duties shall be exacted from French merchants, unless they are paid by the subjects of the nation the most favored in its commerce with the Sandwich Islands.

Article 8. The subjects of King Tamehameha III shall have a right in the French possessions to all the advantages which the French enjoy at the Sandwich Islands, and they shall moreover be considered as belonging to the most favored nation in their commercial relations with France.

Made and signed by the contracting parties the 17th July, 1839.

TAMEHAMEHA III.

C. LAPLACE,

*Post Capt. commanding the French frigate l'Artemise.*

This treaty was brought to the King on Tuesday the 16th, at five o'clock, P. M. and he was told that if it was not signed by breakfast time next morning, such a representation should be made to the French Government that they would send a larger force and take possession of the island. The King requested time to advise with his chiefs—but the threat was repeated, and he, fearing the consequences which he was led to expect would be the result, signed it; and in affixing his signature to that document, has virtually signed away his power as a sovereign to regulate his own affairs. A precedent is now set for any demands, however unjust, if there be sufficient force to back them, but we trust that when all the circumstances of the case are made known, no European power will sanction the like injustice. Early in the morning of the 20th the frigate sailed.

*From the Military Sketch Book.*

#### ABSENT WITHOUT LEAVE.

In many, if not most of the regiments of our army, there is to be found a sort of officer who is a privileged oddity—who takes liberties with all his brethren of the mess with impunity, and who pockets every thing short of a blow with the best possible humor. In general the individuals of this description are designated, in the dress-room vocabulary, "Good-tempered old stagers," and "Old stickers," meaning thereby that they can "go" at the bottle, and "stick at the table" till "all's blue." One of these, a quartermaster of infantry, with a nose of the genuine Bardolph complexion, a rosy and eternal smile, a short figure, and a big head, having dined with a party of brother officers at the *Three Cups*, Harwich, (the day on which his regiment marched into the barracks of that town,) was in the best possible humor, so much so, that he gave the bottle no rest until about eleven o'clock, and became glorious just as the company broke up; right or wrong, he would go along with three of the youngest subalterns to ramble by the seaside in the moonshine, having been "so long i' the sun." They permitted him, reluctantly, perhaps, indeed because they could not prevent him; but when the party got down to the place where passengers and goods are generally embarked, the quartermaster became totally overpowered, and sank senseless into a snore. The officers whom he accompanied could not think of carrying his corpus back to the inn; nor were there any persons near whom they could employ for the purpose; one of them opened the door of a private carriage which stood near, 'unshipped' from its wheels, ready for embarkation, and in a moment the sleeper was bundled into it, where he was left to his repose, with the door fast shut upon him. Next morning at daybreak (about three o'clock) the coach, with its contents, was put on board the Hamburg packet, and stowed away at the very bottom of the hold; in half an hour after this the vessel was put to sea. For the whole of the day the packet had a brisk breeze, and at midnight was a good hundred miles away from Harwich; a dead calm set in. It was a beautiful night in July, and the passengers were not all gone to bed; some walked upon the deck, and others sat below at cards—every thing was silent except the rattling of the ropes as the ship yielded to the smooth and gentle swell of the sleeping North Sea. About this time, it is supposed, the quartermaster awoke; at least he had not been heard before to utter his complaints, probably from the bustle consequent on the managing of the vessel in a stiff breeze. However, it was at this time that his cracked and buried voice first fell upon the ears of the crew, and for about twenty minutes the panic it created was indes-

cribable. The whist company in the cabin at first thought it was one of the sailors in a chest, and called the captain, who declared he had been that minute examining into the cause of the unearthly sounds, and had mustered his crew, all of whom were on deck, as much astonished as he was; nay, more so, for one of them, a Welshman, felt convinced that the voice proceeded from the speaking trumpet of the ghost of David Jones, his former shipmate, "who had died in ill will with him." "Hallo—o—o! Murder! Murder!" now arose upon all ears, as if the voice were at the bottom of the sea. The Welshman fell upon his knees, and begged forgiveness of his injured and departed friend, David Jones; the rest of the crew caught a slight tinge of his fears, and paced about in couples to and fro; some declaring that it was below the rudder, and others that it was at the mast head. The passengers, one and all, hurried on deck; in short, none on board, not even the captain and the oldest seaman, were free from alarm: for they had searched every *habitable* place in the vessel, without discovering the cause of their terrors; and the hold, it was evident, could not have contained an extra rat, it was so crammed with luggage, &c. "Let me out, you d—d rascals! Let me out, I say!" screamed the voice with increased vigor. These exclamations the Welshman declared were addressed to the devils; that they were tormenting his deceased David; and he uttered a fervent prayer for the peace of the wandering and unhappy soul. But a different idea was awakened in the mind of the captain, by the words "Let me out!" "There is somebody packed up in the hold," exclaimed he, and instantly ordering the men to follow him down, all began to remove the upper layers of articles, which being done, the voice became louder and more distinct. "Where are you?" bawled the captain. "I'm here in a coach, d—n you," answered the quartermaster. The mystery was now solved, and the Welshman made easy; but no one could imagine how a human being could have got into the carriage. However, satisfaction on this point was not to be waited for; so the men fell to work, and after about half an hour's hard exertions, succeeded in disencumbering the vehicle. They then proceeded to unpack the quartermaster, whose astonishment amounted almost to madness, when he found that he had not only been confined to a coach, but in a ship, and that the said ship was then in the middle of the German Ocean. It was impossible to put back to Harwich, so no remedy was left the little fat gentleman but to proceed to the end of the voyage, and to take passage back from Hamburg as soon as possible. This was bad enough; but his hopes of an early return were almost destroyed by the setting in of adverse winds, which kept the vessel beating about in a most bile-brewing and stomach-stirring ocean for ten days and nights, during which time, when not sea-sick, the quartermaster was employed in profoundly meditating how he could have got into the coach, and even after having taken the opinion of the captain, the crew, and all the passengers, upon the matter, he felt himself as much in the dark as ever. The last thing he could recollect of "the land he had left," was, that he had dined and *wined* at the *Three Cups*; what followed was chaos.

But the worst of the affair decidedly was, that the day on which he had been *put to sea*, was on the 22d of the month, and as it was impossible for him to make his appearance with the regiment on the 24th, he knew he must, as a matter of course, be reported "Absent without leave" at head quarters, and that he would most probably be superseded. This reflection was even worse than the weather to the quartermaster, though the rough sea had already almost "brought his heart up." However, he had great hopes of being able to join his regiment on the 10th of the next month—the next return day—and by due application, he thought he might contrive to prevent supersession. Ten days of this time was, however,

consumed before he set foot upon the German shore, and then only half of his excursion was over; all his hopes rested upon a quick passage to Harwich. This, however, the Fates denied him; for having drawn on the agent—got the cash—engaged his passage to England—laid in sea stock, and all things necessary—the packet, just as she was leaving Hamburg, was run foul of by a five hundred ton ship, and so much injured that she was obliged to put back, and the unfortunate quartermaster was thus compelled to wait a fortnight for another opportunity of returning to England. He was not only delayed beyond the 10th, (return day,) but beyond the 24th—and when he did arrive, he found that he had been not only superseded by the commander-in-chief, but considered dead by his friends and relations. However, on personally applying for a reinstatement, he obtained it, and once more joined his old corps at Harwich, where he many a night amused the mess with the recital of his trip to sea in a post coach, which was always given with the most effect when he was *half seas over*.

### Selected Poetry.

The following beautiful lines are from the *Mourner's Tribute*, a little work by Mrs. Sautell, and first published at Montreal:

#### THE FUNERAL

Of a soldier of the 85th Regiment, who had been heard to express his regret of his not dying in battle,  
List! List!—a mournful sound,  
Wakes with its sadness the still air around  
It is the murmur of the clarion's swell,  
Mingling in sorrow with the parting knell;  
The solemn rolling of the muffled drum  
Death like falls on the ear; and sadly from  
The thrilling deepness of the bugle's tone  
The low faint breeze has caught a plaintive moan;  
And now the marked, the slow, and heavy tread  
Is heard advancing—leading forth the dead!  
And now upon the high and glittering spear  
The sun-beam trembles; and around the bier  
England's unfolding banners proudly wave,  
A soldier's glory tracing to his grave.  
One lonely tear hast thou not to bestow?  
Weep, for a brave heart death has now laid low.  
Weep, weep, for one whom conquest oft hath thrill'd.  
Look but around; each eye the tear hath filled.  
His place was 'mid the proudest and the best,  
Who in the red fight shivered lance and crest,  
And blame thou not the soldier's ardent prayer, [there,  
Which oft he breathed, that death would meet him  
Called from the battle field, in glory's pride,  
'Mid dauntless hearts, whose courage had been tried,  
Where the dyed steel was linked in each firm grasp,  
And victory's echo lingered in the gasp  
Of parting breath—there, 'mid the mighty dead,  
It was his prayer his spirit would have fled.  
But no—a grave of peace hath been his doom,  
Though humble laurels will around it bloom.  
Now earth's last blessing o'er him hath been poured,  
And dust to its native dust restored.  
Then rest thee, soldier, in thy dreamless sleep  
Thou wilt not heed the tears we for thee weep.  
Again the bugles' deep-toned voices swell,  
But they to thee have breathed their last farewell;  
The banner's folds upon the air are spread,  
But thou art left to moulder with the dead.

E. OWEN & Co.,

MILITARY AND NAVAL MERCHANT TAILORS,

NEAR FULLER'S HOTEL, PENNSYLVANIA AVENUE,

BEG leave to inform their patrons of the Army and Navy, that they have made arrangements to receive, direct from London, gold and silver Epaulettes, Embroidery, gold and silver lace, and all the articles necessary for the equipment of officers for either service, of a very superior quality.

To the officers of the Corps of Topographical Engineers, they would respectfully state that they have at length succeeded in procuring complete sets of English embroidery for their Corps, the quality of which has been acknowledged by gentlemen of the Corps of unquestionable taste and judgment, to be the richest and arrest workmanship of the kind ever offered to the public.

Sept. 26—



## WASHINGTON CITY, THURSDAY, ..... JANUARY 30, 1840.

We received several days since the United Service Journal for December, in which there is the conclusion of the notice of Cooper's Naval History. It is even more malevolent than the first portion. The critic attempts to discredit Cooper *in toto* because, forsooth, his representations do not coincide with those of James and Brenton, in their Naval Histories of Great Britain! We have as much right to confide in the accuracy of our historian as they have to confide in theirs; and until they can produce more impartial testimony, our faith in Cooper's correctness of narrative must remain unchanged.

However we may overlook and forgive the national prejudices, which naturally induce men to lean to their own side, we cannot so easily pardon the imputation of cruelty and plundering, alleged against our officers. In noticing the action between the Constitution and Java, the critic quotes from James's Naval History, these words:

"The manner in which the Java's men were treated by the American officers, reflects upon the latter the highest disgrace: the moment the prisoners were brought on board the Constitution they were handcuffed. Admitting that to have been justifiable as a measure of precaution, what right had the poor fellows to be pillaged of almost everything they possessed?"

The foregoing charge is so entirely at variance with the general character and deportment of our officers towards those whom the fortune of war placed in their power, that we might very properly refuse our credence to it, without asking for proof to the contrary. Even were it true, we had unfortunately many examples from our opponents to have warranted a little retaliation; but it is not within the bounds of probability—scarcely of possibility—that men so universally humane to their vanquished opponents as were our naval officers, could have behaved in the manner charged against them towards the crew of a captured ship. If this tale, one of the numerous calumnies invented during the short period of our hostilities with England, be set down as a matter of sober fact for historical record, it is of itself sufficient to justify us in doubting the accuracy of the whole work.

Lieut. Chads, on whom, after the death of Captain Lambert, devolved the duty of reporting to his Government the loss of the Java, in his official letter says:

"I cannot conclude this letter without expressing my grateful acknowledgements, thus publicly, for the generous treatment Captain Lambert and his officers have experienced from his gallant enemy, Commodore Bainbridge and his officers."—(See Niles Register, of June 26, 1813.)

Is it probable that officers, who behaved so magnanimously towards their vanquished equals, would have been unkind to their inferiors?

Is it probable, if the seamen had been pillaged, that Lieut. Chads would have overlooked it in his official report? The story may gain credit in England, but never here.

TO CORRESPONDENTS.—Agreeably to the request of "Nuc-suc-hadjo," we have re-examined his two communications, already acknowledged, and reconsidered our opinion; but still find the objection before urged a barrier to their insertion in our columns. There are portions of both, which we would be willing to publish, if the writer will trust to our judgment to divest them of their personalities.

*Extract of a letter from an officer at Pilatka, (E. F.) dated JANUARY 14, 1840.*

"No news from General TAYLOR's three columns operating in Middle Florida. The last news of interest from them was, that Lieutenant Berrien, sixth regiment of infantry, with a detachment of twenty-five or thirty men, had been sent to examine a swamp, or hammock, some distance from his column, and took *two days'* rations with his detachment. The last intelligence says that *nine days* have elapsed, and brought no intelligence from that party. Fears were consequently entertained that they have been cut off by a strong party of Indians."

### ARRIVALS AT WASHINGTON.

Jan. 25—Lieut. J. K. Reeves, 1st Arty.	Fuller's.
28—Capt. Thomas Swords, A. Q. M.	do
Capt. J. R. Irwin, do	do
Major W. M. Graham, 4th Infy. Maj	J. D.G's.
Asst. Sur. L. A. Birdsall, army,	Brown's.

### PASSENGERS.

NEW ORLEANS, Jan. 15, per steamboat Gen. Brown, from mouth of the Ohio, Lieut. D. Ruggles, of the army.  
MOBILE, Jan. 15, per steamboat Giraffe, from New Orleans, Capt. E. S. Winder of the army.

ST. AUGUSTINE, Jan. 11, per steamer Southerner, from Charleston, Capt. R. E. Clary, of the army, lady, child, and nurse. Jan. 16, per steamer Wm. Gaston, from southern posts, Paymaster C. Andrews, and Lieut. C. Tompkins, of the army. Jan. 17, per steamer Wm. Gaston, for Jacksonville and Black creek, Capt. Clary, and family.

SAVANNAH, Jan. 18, per steamboat Savannah, from Charleston, Lieut. J. H. Trapier, of the army. Jan. 21, per steamboat Savannah, from Charleston, Paymasters D. Randall and T. P. Andrews, of the army.

CHARLESTON, Jan. 20, per steam packet North Carolina, from Wilmington, Paymasters D. Randall and T. P. Andrews, of the army. Jan. 24, per steam packet Savannah, from Savannah, W. A. Wayne of the navy.

NEW YORK, Jan. 23, per ship Grace Brown, from Marseilles, Comm'r. J. Percival, and Mid. C. H. Caldwell, of the navy. Jan. 24, per ship St. Mary, for New Orleans, Col. A. Cummings, of the army, and servant.

## Communication.

### ARMY UNIFORM.

Every officer of the army who has done active duty since the establishment of the "new uniform," has seen enough of it to know that the interest of the service has been much injured by its adoption. It is therefore earnestly to be hoped that the present able chief of the Department of War will, in due time, take the proper measures to rid us of what may, with great propriety, be termed a nuisance to the service. We have had the means of hearing an extensive expression of opinion by practical officers, in regard to our present dress, and have never heard it praised for any other quality than *splendor* alone. It is universally condemned as being unmilitary, in every sense of the word.

An officer who now takes the field finds himself encumbered with no less than *four band-boxes*, to

carry his Regulation trappings and trimmings. For permanent stations, (such as household troops would occupy, and for ball-room and dinner-party duty,) this may answer very well. But for troops employed as ours universally are, band-boxes and Broadway finery are decidedly objectionable.

It is true that soldiers, to enable them to feel a due degree of self-respect, should be required to procure a neat and cleanly dress. But cannot this be attained without a resort to "red cocks' feathers," "gold and red stripes," and "band-boxes?" There are a thousand reasons why our military costume should be changed to something convenient, soldierlike, and republican in its appearance and quality.

We have heard that the late change was effected by Gen. JACKSON's ordering the revolutionary facings to be restored, and when the present fantastical concatenation was exhibited to the old soldier, he remarked that it was a collection of the cast-off odds and ends of European trumpery; and that in its compilation it should have been borne in mind that "subalterns do not draw Major-Generals' pay."

If it be argued in its favor, that splendor is necessary as an attraction, it may well be replied that minds led away and captivated by red stripes and tinsel work could scarcely so much be relied on as those who would become soldiers from higher considerations. At all events, certainly the "pomp and circumstance" of the profession of arms may be preserved (if essential) without dressing men up within an inch of their lives, until they look more like a flock of eastern flamingoes, or Florida wood-peckers, than the descendants of the race of men who fought and bled to establish civil liberty and republican simplicity in our country.

#### A POOR SUBALTERN.

### **Proceedings of Congress, IN RELATION TO THE ARMY, NAVY, &c.**

#### IN SENATE.

THURSDAY, JAN. 16, 1840.

Mr. WILLIAMS, from the Committee on Naval Affairs, reported a bill to repeal certain acts respecting navy pensions, and making further provisions in relation to navy pensions, with an amendment. Mr. W. moved that it be made the order of the day for Tuesday next, which was agreed to.

FRIDAY, JAN. 17,

Mr. BENTON, from the Committee on Military Affairs, to which had been referred the bill for the armed occupation and settlement of that part of Florida overrun and infested by marauding bands of hostile Indians, reported the same with an amendment, the purport of which was to render the settlers, under the provisions of the bill, amenable to the laws of the Territory. The amendment was agreed to, and the bill was ordered to be engrossed for a third reading.

MONDAY, JAN. 20.

Mr. GRUNDY presented a memorial from Edmund Fanning, in relation to the Exploring Expedition.

Mr. PIERCE, from the Committee on Pensions, reported a bill providing for the continuance of the office of Commissioner of Pensions, and to transfer the business heretofore transacted at the Navy Department to that office.

Mr. WILLIAMS introduced a bill to explain the 5th section of the act for the better organization of the Marine corps.

Also, a bill to regulate the pay and emoluments of Purser of the navy.

The bill for the armed occupation of Florida was taken up, and, after some remarks from Mr. PRESTON, passed—yeas 24, nays 15.

TUESDAY, JAN. 21.

The VICE PRESIDENT communicated to the Senate a letter from the Secretary of the Treasury, in obedience to a resolution of the Senate, containing a letter from the Surgeon General in relation to the selection of a site for a marine hospital on the Arkansas river.

WEDNESDAY, JAN. 22.

Mr. PRESTON, from the Committee on Military Affairs, reported a bill for the relief of General Wool and Col. G. Croghan.

Mr. BENTON, from the same committee, reported a bill for the relief of certain companies of Missouri volunteers.

THURSDAY, JAN. 23.

Mr. BUCHANAN presented a petition from citizens of the city and county of Philadelphia, asking that a steamboat may be built, to be employed in the revenue service in the Delaware bay. Mr. B. commended this measure to the Committee on Commerce by stating that a vessel of that character could no where be more usefully employed than in that quarter, as by the aid of a steam vessel ships could be brought within the breakwater, where they would be entirely safe from the influence of storms.

FRIDAY, JAN. 24.

Mr. KING, from the Committee on Commerce, made a report on the memorial of Edmund Fanning, in relation to an exploring expedition. The memorialist stated the cost of the expedition at \$150,000, and asked Congress for \$50,000, intending to make up the balance from private sources. The committee thought the prayer unreasonable, and ought not to be granted.

MONDAY, JAN. 27.

The VICE PRESIDENT communicated to the Senate a report from the Navy Department, in compliance with a resolution of the 2d March last, asking the amount that would be required for the military and naval defence of the country.

TUESDAY, JAN. 28.

Mr. CLAYTON presented a memorial from citizens of Wilmington, Del., praying the employment of a steam revenue cutter in the Delaware bay.

WEDNESDAY, JAN. 29.

The VICE PRESIDENT communicated to the Senate a report from the Department of War, in compliance with a resolution, showing the number of persons massacred and property destroyed by the marauding Indians of Florida since the commencement of the war.

Mr. PRESTON submitted the following:

*Resolved*, That the Secretary of the Navy furnish the Senate with the names of all the officers of the navy who were admitted to the roll of Navy Pensioners between the 30th day of June, 1800, the day that the act of the 23d April, 1800, for the better government of the navy, went into operation, and the 1st day of January, 1837, designating those who were admitted for disabilities occasioned by wounds received in battle, from those who were disabled from other causes; also designating the nature and degree of disability in each case, and the battle in which such officer was wounded, or the occasion or accident by which he was otherwise disabled. Also the rank of the officers aforesaid at the time disability occurred, and the nature of the service or particular station occupied by each individual at the time he may have been wounded or otherwise injured in the line of his duty, together with the per month pension granted in each case.

Mr. P. said his object in introducing the resolution was to obtain information in order to enable him to vote understandingly on a particular clause, without which he should feel himself at a loss.

Mr. WILLIAMS thought it would take up too much time, and that its passage might be delayed unnecessarily.

The resolution was agreed to.

#### HOUSE OF REPRESENTATIVES.

THURSDAY, JAN. 9, 1840.

Mr. LAWRENCE, by unanimous consent, presented the memorial of R. B. Forbes and others, American citizens and merchants in Canton, China, for a naval force to protect their persons, and the property of themselves and countrymen, and also to send an agent who shall be authorized to make a commercial treaty with that empire. The memorial was referred to the Committee on Foreign Affairs, and ordered to be printed.

WEDNESDAY, JAN. 22.

Mr. JONES, from the Committee of Ways and Means,



reported the military appropriation bill for the year 1840, which, with certain documents and estimates accompanying it, was laid upon the table and ordered to be printed.

The following are the provisions of this bill :

For Pay of the Army,	\$1,172,028,00
Subsistence of officers,	514,489,00
Forage of officers' horses,	114,571,00
Payments in lieu of clothing,	80,030,00
Subsistence,	515,492,00
Clothing of the Army, camp and garrison equipage, cooking utensils, and hospital furniture,	425,635,67
Medical and hospital department,	38,000,00
Fuel, forage, straw, stationery and printing,	271,000,00
Barracks, quarters, storehouses, &c.	173,000,00
Transportation of officers' baggage,	65,000,00
Transportation of troops and supplies,	287,000,00
Incidental expenses of the Qrtrs. dept.	121,000,00
Contingencies of the Army,	7,000,00
Extra pay to re-enlisted soldiers, and con- tingent expenses of recruiting service,	47,163,27
National Armories,	360,000,00
Armament of fortifications,	150,000,00
Ordnance service (current expenses )	100,000,00
Ordnance and Ordnance stores,	100,000,00
Arsenals,	150,000,00
Repairs and improvements	
Springfield Armory,	10,500,00
Harper's Ferry do.	50,000,00
Saltpetre and Brimstone,	40,000,00
Preparing drawings of a uniform system of artillery,	3,000,00
Continuing barracks, quarters, &c.	
at Fort Leavenworth,	30,000,00
Fort Wayne,	20,000,00
Fort Smith,	50,000,00
Plattsburgh,	20,000,00
Fort Jesup,	10,000,00
	130,000,00

### Domestic Intelligence.

#### FLORIDA WAR.

ST. AUGUSTINE, Jan. 17.—The *Bloodhounds* sent for by Gov. CALL, have arrived at Tallahassee, accompanied by 20 leashmen, from the island of Cuba. We hope soon to hear that they are on the scent of the enemy; unless their use be checked by that morbid sympathy which views the sacrifice of the white man as nothing, compared with a hunting up the lawless murderers that infest this Territory.

On the 5th inst. a party of Indians made a descent upon Fort Crane, situated near Micanopy, and carried off corn, hand-saws, and about 50lbs. bacon. The post is garrisoned, we learn, by volunteers.

MINUTE MEN.—We learn that, in consequence of representation made to the Secretary of War, of the necessity of a defensive force for this city, permission has been obtained to raise a company of mounted men, for the specific object of giving a protection against the aggressions of the enemy. Without at all questioning the laudable motive which influenced the application or prompted its allowance, we state some of the objections to such an organized corps, if their services are to be limited to *city defence*. In the very onset, the position of the town affords but two inlets to the incursions of Indians, admitting that such an apprehension could be seriously entertained. On its western side, the bridge of St. Sebastian, would have to be passed, or the river forded some distance above; and the northern entrance to the city is perfectly open, and does not exceed three-fourths of a mile.

Major CHURCHILL, 3d artillery, left yesterday morning on a tour of inspection of the volunteers stationed at Hewlett's Mills. He proceeds as far as the Suwannee on a similar performance of duty.

The dense swamp and close thickets through which some portion of the *Picolata* road passes, is being

cleared a distance of 120 yards on either side, by order of Major CHURCHILL. This is a very excellent disposition, as it will completely destroy the covert places, which gave the enemy such advantage over the travellers between this place and Picolata.—*News*.

Col. FITZPATRICK arrived on Tuesday, at St. Marks, from Cuba, with 33 bloodhounds, and six Spaniards, their trainers and keepers. If these hounds are put into service, we have more confidence in the speedy close of the Seminole war than ever before. We should like to see this *clique* of dogs. It must be a "*bully crown*."

Gov. REID arrived in our city on Saturday afternoon, escorted by a company of dragoons under command of Lieut Arnold.—*Tallahassee Star*, Jan. 9.

From the *Portland Argus*, Dec. 31.

#### A CARD.

I, the undersigned, master of the schooner *Independence*, of Harrington, Me., tender my grateful acknowledgment to Capt. Walden, officers and crew of the U. S. cutter *Morris*, for their timely and friendly assistance in getting my vessel off, and saving her from going to pieces while on the rocks at Bangs' Island on Sunday last—and also for their kind and generous treatment to myself and crew while on board the cutter.

WILLIAM FOSTER, *Master*.

From the same, Jan. 23, 1840.

U. S. REV. CUTTER MORRIS,

At sea, Jan. 21, 1840.

To Messrs. HOLDEN & APPLETON:

This morning, *Seguin Island* bearing N. E. by N. distant 15 miles, I fell in with and boarded the brig *Rolla*, Ingalls, of Salem, 150 days from East coast of Africa, and 84 days from St. Helena, with a cargo of ivory, hides, and gum copal, in distress, out of provisions, wood, and water, and most of her crew sick. Supplied her with provisions, and put on board Mr. Hayes as pilot, with a number of men to assist in working her into port. Mr. Hayes arrived with her in Portland harbor at 9 o'clock this evening.

Very respectfully, your obd't serv't,

GREEN WALDEN, *Captain*.

CARD.—Captain Ingalls, officers and crew, take this opportunity to express their thanks to the commander of the cutter "*Morris*," for his promptness in supplying him with pilot, men, and provisions.

U. S. SCHOONER GRAMPUS.—This vessel went up to New Haven towards the close of last week, and lay there till Monday or Tuesday. She is supplied with provisions, &c. for twenty months. It is conjectured that she is bound for the coast of Africa, to aid in suppressing the slave trade, and that her object in going to New Haven, was to receive on board the negroes of the *Amistad*, if ordered by the court to be restored to their native land. Such was, in fact, the decision of the court; but as ten days were allowed, to give opportunity for an appeal, the negroes cannot of course be taken away until the expiration of that period. We presume no appeal will be made.—*N. Y. Journal of Commerce*.

A gentleman writing to the *Boston Evening Gazette* from Constantinople, says that Mr. Rhodes, who has been in the employ of the Turkish Government for the last eight years, in the construction of their vessels of war, has tendered his resignation, which has been accepted. He returns with his family to the United States in the course of two or three months.

The number of vessels passing through the Gulf, in sight of the light ship, Carysford reef, from 1st of September to the 31st December, 1839, are 26 ships, 27 brigs, 15 schooners and 3 sloops.—*South Floridian*.

The funeral of the late Lieutenant Vanlien, of the U. S. A., on the afternoon of New Year's day, was at once a solemn and imposing spectacle. Major Clark and three other officers of the U. S. A., followed as chief mourners, and the New Orleans Grenadiers and Montgomery Guards, acting as a battalion, and commanded by Captain Wilkinson of the former corps, marched in the procession. They were preceded by a full band of fifes, muffled drums and trumpets, which discoursed sad and solemn music. The military, meanwhile, observing the forms usual on like occasions—such as marching with reversed arms, in slow time and maintaining profound silence. When the body was deposited in the tomb, three volleys were fired over it, and thus ended the soldier's funeral.

The word "right face, march," was then given by Capt. Wilkinson, and when the precincts of the grave yard were cleared, a lively, quick step was struck up by the band, and all thoughts of death seemed to vanish before the enlivening strains of martial music.—*New Orleans Picayune.*

COL. WILLIAM S. FOSTER, U. S. ARMY.—This gallant soldier, whose name is inseparably connected with some of the most brilliant events in the history of his country, died at the military post at Baton Rouge, Louisiana, on the 26th November last, aged fifty years. Being under orders to repair to Fort Gibson, on the Arkansas, at as early a period as practicable, he proceeded to New Orleans for the purpose of securing a passage for himself and family, to his post, and was attacked with the yellow fever, then raging in that city. He had only time to return and die in the bosom of his family. He did not die on the battle field, but few of his surviving fellow officers have seen more severe service, and no one was more devoted to his country.

Col. Foster entered the service as a subaltern in 1812, and in the glorious campaign of 1814, he served as a captain in the gallant army commanded by Major General Brown. He participated in the decisive engagements at Chippewa, Bridgewater, and Fort Erie, which shed so much lustre on our arms, and received the brevet rank of Major for his brave and meritorious services in the defence of Fort Erie. No man ever deserved more justly the gratitude of their country, than these gallant spirits who followed the footsteps of Brown, Scott, and Ripley, through the daring and brilliant scenes of that successful campaign.

From that period until the recent hostilities in Florida, Col. Foster was continually employed in his professional duties, at various parts of the frontier, and contributed greatly by his talents and habits of discipline, to the forming and sustaining of that high character which our army has always supported when brought into danger.

Col. Foster served three campaigns in Florida with much distinction. General Taylor, in his official report of the successful battle of Ocochee lake, on the 25th December, 1837, speaks in high terms of the gallant conduct of Colonel Foster. The enemy from their hammock were pouring a most deadly fire on our troops, as they advanced through an almost impassable swamp, and many valuable officers and soldiers fell, in the attempt to dislodge the savages. Our loss was so great that the advance was staggered, and victory seemed within the grasp of the enemy. At this moment, Col. Foster, who was in reserve, led his men into action, charged the enemy and drove them at the point of the bayonet. He pursued them for a considerable distance, and many of the savage braves fell. For his conduct on this occasion, he was brevetted to the rank of Colonel.

Colonel Foster was a man of cultivated intellect, who had read and reflected much. He was an accomplished, as well as an experienced officer, and the whole period of his manhood had been devoted to the service of his country. In the death of such an officer, the public sustains a loss not easily replaced; but

to his family the bereavement is wholly irreparable. The emoluments, even of the higher grades in the army, do not afford to the individuals holding them, the opportunity to realize any thing for the support of those who are left behind them after decease; and the man whose rank, talents and services place him in the highest social position, closes his eyes with the sad reflection that he can bequeath nothing but his name to those who are dear to him.—*Cincinnati Chron.*

## MISCELLANY.

### FLORIDA WAR.

*Extracts from the message of Gov. REID, to the Legislative Council of Florida.*

The efforts of the General and Territorial Governments to quell the Indian disturbances, which have prevailed through four long years, have been unavailing, and it would seem that the prophecy of the most sagacious leader of the Indians, will be more than fulfilled—the close of the fifth year will probably find us still struggling in a contest, remarkable for magnanimity, forbearance, and credulity on the one side, and ferocity and bad faith on the other. We are waging a war with beasts of prey—the tactics that belong to civilized nations are but shackles and fetters in its prosecution—we must "fight fire with fire;" the white man must, in a great measure, adopt the mode of warfare pursued by the red man, and we can only hope for success by continually harassing and pursuing the enemy. If we drive him from hammock to hammock, from swamp to swamp, and penetrate the recesses where his women and children are hidden; if, in self defence, we show as little mercy to him as he has shown to us, the anxiety and suspense induced by such operations will not, it is believed, fail to produce prosperous results. It is high time that sickly *sentimentality* should cease. "Lo! the poor Indian," is the exclamation of the fanatic and the pseudo philanthropist. "Lo! the poor *white man!*" is the ejaculation which all will utter, who have witnessed the inhuman butchery of women and children, and the massacres that have drenched the Territory in blood.

In the future prosecution of the war, it is important that a generous confidence should be reposed in the General Government. It may be that mistakes and errors have been committed on all hands; but the peculiar adaptation of the country to the cowardly system of the foe, and its inaptitude to the operations of a regular army; the varying and often contradictory views and opinions of the best informed of our citizens, and the embarrassment which these causes must have produced to the authorities at Washington, furnish to the impartial mind some excuse, at least, for the failures which have hitherto occurred. It is our duty to be less mindful of the past than the future. Convinced that the present incumbent of the Presidential Chair regards, with sincere and intense interest, the afflictions we endure; relying upon the patriotism, talent, and sound judgment of the distinguished Carolinian who presides over the Department of War, and confident in the wisdom of Congress, let us prepare to second with every nerve, the measures which may be devised for our relief. Feeling as we do, the immediate pressure of circumstances, let us exert, to the extremest point, all our powers to rid us of the evil by which we are oppressed. Let us, by a conciliatory course, endeavor to allay any unkindness of feeling which may exist between the United States Army and the militia of Florida, and by union of sentiment among ourselves, advance the happy period when the Territory shall enjoy what she so much needs, a long season of peace and tranquillity.

It is not in my power to present to you a detailed account of the military operations within the Territory, of the past year. Three companies employed in defending the country this side of the Ocilla, acting under Territorial officers, and independently of



the regular army, have been retained by me in the service, together with the Major commanding them, a quartermaster, and a surgeon. The Secretary of the Territory will prepare and submit to you as soon as possible, statements showing the amount of money raised for military purposes upon the credit of the Territory—the sums disbursed, and the quantity of stores and provisions which are now on hand. Your attention is respectfully directed to the third section of the act of last year authorizing the employment of troops on the Territorial account; by it the Governor is empowered to detail or appoint field officers, captains, and commissioned officers. Is the precedent affording so ample a power entirely prudent? Should not those who take up arms in defence of the country be entitled to the selection of their own officers? Would not the strength and efficiency of the corps be promoted by the mutual confidence of the commanding and the commanded, springing from the preference evinced on the one side, and the trust and honor conferred on the other? These are questions which, it occurs to me, deserve some consideration. Whatever measures you may adopt, having for their object the defence and protection of the Territory, will meet with an earnest effort on my part to carry them into execution—and may Heaven grant that the darkness which now settles upon all our prospects may soon be dispelled by a bright and cheering morning. \* \* \*

Although expressing myself with freedom, it is not intended to offer the slightest disrespect to the opinions of others. Theirs may be right, and mine wrong; but sometimes the conviction presses upon me that, disastrous as our fortunes are, were Florida a State, this Indian War—our chief ill—would not be of long duration. \* \* \*

The agent deputed to Cuba has returned, after a prompt and successful performance of the duty with which he was charged. His report, when presented, will be transmitted to you.

*From the Boston Daily Advertiser.*

#### PLAN FOR STEERING STEAMBOATS.

MR. EDITOR.—The recent terrible destruction of life, on board the steamer Lexington, caused, in all probability, partly by the vessel having become unmanageable before she reached the shore, by the burning of her tiller ropes, has reminded me of a plan, some years since proposed by me, to boatmen on the Mississippi river, to guard against the possibility of such a calamity in case of fire, on board of steamboats, whilst under weigh.

My plan is to have, in all cases, iron tillers instead of wooden ones; and iron chains as well as ropes.—These chains to run along, under the guards, outside the hull of the boat, on small rollers, also of iron; and incased in a grunnel-box, or cavity, the whole distance, so as to prevent any obstruction to the easy working of them; and to meet at and under the bows of the boat, where the steersman is to be placed. The steering-wheel and platform—(the latter on which the steersman stands, protected, if you please, with strong but light iron gratings, for his security in case of a heavy sea)—fastened under the bowsprit, by means of strong iron cranes, or hinges; which will allow of the wheel, &c. being hoisted upright, or on board, on ordinary occasions; and, at the same time, easily and quickly lowered in case of fire.

The present arrangement for steering such boats, it is well known is, to place the wheel and steersman on the upper deck, in boats navigating the sea coast; and on what is called the "hurricane deck," in boats plying on the Mississippi, and other Western rivers. This elevated position enables the pilot, or steersman, to have a commanding and extensive view a-head, and on all sides of his vessel; and enables him also, the better to control, and check on the instant, any deviation from the proper course. It is not proposed to change this arrangement, except in the event of fire; when, as it will at once occur to any one at all

conversant with the subject, this position of the steersman's must be greatly exposed to its effects, and rendered very soon untenable. All the iron rods, or chains, which Congress have declared necessary, instead of steering ropes, will not protect the steersman from the fire, if placed in the usual position. The flames, if they did not actually reach him, would probably soon drive him from his post. I have seen, on the Ohio and Mississippi, the iron rods required by the law, jaying along the upper or hurricane decks of steamboats; and on inquiry, have always been told by the pilots and steersman, that "they were placed there not for actual use, but in compliance with the law;" as, in case of fire, they would be *useless*; because the steersman could not long remain at the wheel. If, from the rapidity of the combustion, on board steamboats, these iron rods, or chains, are deemed useless on the Mississippi, which is seldom more than a mile and a half wide, how much more so are they on the broad Sound of Long Island, and along our sea-board; where such vessels are frequently many miles from land.

The superiority of the plan suggested, over every other I have yet met with, consists in its simplicity; and in placing the steersman not only beyond the reach of the fire and smoke, but in the best position to direct the boat towards the nearest shore. The flames, by the motion of the boat, being driven, in all such cases, towards the stern, the forward deck is the *last* to be affected by them; and the steersman, under the bow, is entirely secure and safe, to the last moment of the working of the machinery of the boat.

If the above should, in your opinion, contain any useful hints for our steamboat owners, and builders, you can publish it; and oblige an old traveller, and one of your subscribers, who thinks his plan both practicable and necessary for the safety of human life.

G.

*From the Farmer's Monthly Visiter.*

#### ARNOLD'S ESCAPE.

MR. EBENEZER CHASE was a private in the New Hampshire militia, which relieved the Pennsylvania line at West Point in 1780, when those troops, being veteran, were wanted elsewhere. Mr. C. with several others, being off duty, was on the shore of the Hudson when Arnold deserted. When Gen. Washington assigned him the command of West Point, he left his own barge in his possession. A temporary hut was erected on the east shore for the accommodation of the four oarsmen who managed the barge. On the morning of his desertion, Gen. Arnold rode down to the shore from his head quarters at Robinson's farm, very fast, as was his custom—threw the reins to his attendant, and ordered the barge to be manned. He then directed his course towards the Point; but on reaching the middle of the river, the boat was observed to take a course down stream, and move very swiftly through the water.

The explanation was afterwards made by the boatmen. He hoisted a flag of truce and told them to pull for the Vulture sloop of war, which lay below, saying that he had some business with her captain, and promised if they would row him down to her as soon as possible, to give them a guinea and a gallon of rum each. On nearing the Vulture, and being within range of her guns, Arnold opened his plan saying, "I have served the ungrateful scoundrels long enough," and declared if they would go with him they should have double pay, and be made sergeants in the British service. One of the men replied that "he did not understand fighting on both sides." "Then," said the General, "you are prisoners."

When they came along side the sloop of war, Arnold ascended the deck, and was received by the marines with presented arms. He then ordered his men to come on board as prisoners of war. One of them who had been their spokesman just before, said, "it was a shabby trick, as they had toiled to their utmost

strength to get the boat along, now to refuse the promised reward, and make them prisoners to boot." The English captain heard their murmurs, and stepping forward, observed—"Gen. Arnold, I command this ship, and while I walk the quarter deck no such transaction shall take place. I know the meaning of my words, sir, and will meet their comment." Then addressing the men, he continued—"My good fellows, I respect your principles and fidelity to your country, although you are enemies to your King.—You shall have liberty to go and stay as you please. Here," taking them from his purse, "are your guineas; steward, put up four gallons of rum for these men." The boatmen thanked the gallant and generous sailor, and returned in safety to head quarters to report their proceedings to Gen. Washington, who had just arrived in camp. Arnold, chagrined and enraged, retired without uttering a word, to the cabin of the sloop of war.

This statement was made by Mr. Chase about a fortnight before his death in 1831. He also stated that he saw Major Andre going to execution riding in the centre of a troop of eight horse.

Arnold, before his escape, had received information that "John Anderson," the name with which he had filled Andre's pass, was taken. The information was sent him by the unfortunate person himself. This determined his purpose for sudden flight. He was afterwards distinguished for the inveteracy with which he carried on his predatory warfare against the property of his fellow countrymen. After the war he went to England, where, although he received the countenance of the British government, his *good intentions* in his unsuccessful plot against the liberty of his country were despised by the British officers. The unfeeling wretch called upon the widowed mother and sister of his unfortunate victim (Andre.) The servant announced to them the name of Gen. Arnold; and they immediately returned a message that they did not desire to see him.

V.

*From the National Intelligencer, Jun. 25.*

**THE MAINE BOUNDARY.**—A message from the President of the United States was presented to the Senate on Thursday, containing the information called for by certain resolutions of that body, concerning the state of affairs on the boundary between the U. S. and the British northwestern possessions.

We shall lay these documents before our readers as soon as we can get possession of them. For the present we must be content to state the substance of them, as understood from the reading of those who heard them read.

The material papers are those furnished by the Department of State, consisting as follows:

1. A letter from Mr. Fox, the British minister, to Mr. Forsyth, Secretary of State, dated in November last, complaining of the violation of the agreement entered into between the agents of the two Governments last winter, by the opening of roads to the Aroostook, and the occupation of a part of the disputed territory by a body of armed men employed by the authorities of the State of Maine.

2. A letter from Mr. Forsyth, written some weeks afterwards, replying to the complaints of Mr. Fox, that the opening of the roads in question is not a recent measure, but merely carrying out a policy adopted twelve or fourteen years ago; that the armed body spoken of is only a *posse* employed to drive off intruders; and that nothing has been done on our side incompatible with the spirit of the agreement between the agents of the two countries; whilst on the British side, acts have been done which may be justly complained of as infringing the agreement, such as erecting barracks for troops on the St. John's, placing troops on a part of the disputed territory, &c.

3. A letter from Mr. Fox, justifying what the British authorities have done, on the ground of the current report that the Legislature of the State of Maine

had an intention to abrogate and nullify the agreement made between the two countries last spring, which rumor was too strongly corroborated by the language of Gov. Fairfield, at the opening of the session of that Legislature, not to justify precautionary measures, which have not been resorted to, however, with any design to infringe the agreement, &c.

4. Another letter from Mr. Forsyth to Mr. Fox, in which he says that there is no reason to apprehend such an intention as is imputed to the Legislature of Maine; that the alleged precautionary measures are therefore altogether gratuitous on the part of the British authorities in New Brunswick, and must be considered as a "bold infraction" of the agreement of last winter; and that if the British Government uphold this proceeding on the part of its agents, such a course on its part will be regarded by this Government as evidence of a want of that friendly disposition on the part of Great Britain which has hitherto been believed to exist, &c.

This is the substance of these letters, which we expect to be able to publish at large in our next paper.

Upon the subject of the present state of the Boundary Question between the United States and Great Britain, as some opinion may be expected from us, we can only say, that after more mature consideration of the matter, we do not see any immediate cause of alarm about it. The only danger is, that of Gov. Fairfield's undertaking a second campaign against her Majesty's province of New Brunswick. We think it quite likely, however, that he had enough of his last experiment of that sort to deter him from inconsiderately undertaking another. The question is in the hands of the diplomatic agents of the two nations, and it may be hoped that a friendly adjustment of it will not be marred or defeated, as it probably (and almost certainly) would be by the State of Maine's resolving again to take the business into her own hands; an interference forbidden by the terms of the Constitution of the United States, and to which neither this Government nor that of Great Britain could submit without surrendering, or at least compromising their political rights.

In reference to this matter we have pleasure in stating that the memorandum published in the papers of the day—and among others in our daily paper of yesterday—as having been issued by Sir John Harvey, in reference to existing relations, turns out to be a blunder of some editor or other, who has raked up an old memorandum out of the ashes of the war of 1812 between the countries, and applied it to the present day! "Sufficient for the day is the evil thereof." We have not quite so nearly approached the awful gulf of a war with Great Britain, that her provincial Governors should think it necessary to be issuing recommendations of neutrality to non-combatants on both sides of the border. That day, we trust, will never come.

**AN IMPORTANT ASTRONOMICAL INVENTION.**—Mr. Russell, of Georgetown, has invented and constructed the most perfect apparatus for the easy and practical attainment of the science of Astronomy that we have ever seen or heard of. It is in the form of and working on the same principle as the terrestrial globe; but, instead of the heavenly bodies being transcribed on the surface only, they are reflected likewise on the ceiling of the room, in all the figures of the heathen mythology, large as life, and so simple and plain that "he that runs may read," and in a few lessons understand thoroughly the whole principles of this neglected but vastly important science.

The apparatus is about sixteen or eighteen feet in circumference, and formed of brass rods, and, when divested of the transparent covering which represents the stars and figures of the heathen mythology, shows, by reflection on the ceiling, a miniature resemblance



of the rising and setting of the sun, moon, and principal constellations, as well as the variations which cause the change of the season. In fact, the whole action of the heavenly bodies is here represented as plain and simple as if it were possible for man to bring the heavens within so narrow a compass.

The plane of the elliptic, as well as the cause of eclipses, are beautifully illustrated, and even the motion of a comet in its course around the sun is plainly set forth.

We understand that several scientific gentlemen have examined and greatly admire the apparatus in all its details.—*Georgetown Advocate*.

By recent experiments made at Metz, it has been ascertained that a 16-pounder impels its ball, with the ordinary charge of powder, 506 yards in the first second of time, and that by increasing the charge, it may be projected 817 yards within the same short space of time.—*Naval and Military Gazette*.

M. Pelletier, a Lieutenant in the French Navy, has invented a card for a sea compass, which will prevent the displacement of the magnetic poles, and secure the needles against the influence of damp, and of the electric fluid in high latitudes. His needles are of a cylindrical form, and are kept in glass tubes closed at the extremities. One of these cards is to be tried in a government vessel.—*Brother Jonathan*.

One of the most important inventions to provide against accidents in steam vessels, which came under the notice of the commissioners appointed by the committee of the Privy Council last session, is the life-boat of Capt. George Smith of the Royal Navy. At that period the only practical experiment that had been made to test the utility of the invention was on the Carron, a Government steamer of between 200 and 300 tons burden. In consequence of the favorable report made respecting the success of that experiment, the Lords of the Admiralty, some time ago, gave Capt. Smith authority to fit up two boats for the Firefly steamer, a vessel of a much larger class, which has lately been under repair in the dock-yard at Woolwich. This vessel has been fitted up, preparatory to her proceeding to the West Indies, with one of Capt. Smith's life-boats on the top—or rather they form the covering to each—of the paddle-wheels, of sufficient dimensions to carry, with ease, forty persons, and at least fifty, on an emergency. Instead of in any manner disfiguring the appearance of the vessel, the boats are closely fitted on with the bottom upwards, so that they rather add to the beauty and symmetry of the ship than otherwise. So closely, indeed, are they identified with the vessel, that even an experienced seaman may be readily deceived, and have no idea but that the eye is fixed upon an ordinary paddle-box. There is, therefore, no incumbrance of the decks of the vessel; and as the figure presents a part of a circle, like an inverted cone, instead of the usual form of a square, the progress of the vessel will rather be accelerated than impeded when proceeding against a head wind, as it offers less resistance to it.

The greatest advantage, however, yet remains to be described. By the erection of a simple apparatus, which runs little hazard of being deranged, the boats may be launched by six men in the space of two minutes and a half, whereas an ordinary ship's boat of the same dimensions would require from fifteen to twenty minutes, with the aid of the whole crew. This, it will be obvious, is an incalculable advantage in cases of fire, or other contingency, where the saving of life is entirely a question of time. The Firefly is now lying in the river, opposite Woolwich dock-yard, where she will remain for a few days; and we cannot too strongly recommend all persons connected with

our mercantile steamers to pay her a visit, and satisfy themselves of the great utility of Captain Smith's invention. Judging from experience, we can confidently affirm that all visitors will be treated with great civility by the officers on board, and every facility afforded them to inspect the principle upon which the life-boats are constructed.—*Shipping Gaz.*

### Original Poetry.

But fierce and far from bank to bank  
Out broke a savage yell;  
And the soldier in the rearmost rank  
Knew that a warrior fell."

Lieut. Patten.

#### THE LAST REQUEST.

Bury him not, in a distant land,  
Away from his early home;  
Make not his grave midst a hostile band,  
Where no friendly footsteps roam.  
Bury him not in the hammock's shade,  
'Tis the Indian's hateful den;  
If there, the soldier's form be laid,  
They will search with cruel ken,  
And with their sly and serpent creep,  
They'll joy to break his peaceful sleep.

But bear his manes, to his own loved clime,  
Mid rocks on the mountain shore,\*  
The land where the loftiest songs do chime.  
A freeman would ask no more—  
'Twas in that school of chivalry,  
He took a soldier's first degree.

By the brave of old, his noble sire,  
Lay him carefully down to rest,  
And cover him with his native mold,  
The turf on his manly breast.  
And close by his side reserve a place  
For the widowed one to lie;  
The loved in life, in death should embrace,  
And rest, 'neath their own fair sky.

M.

Washington, Dec. 25, 1839.

\*West Point.

### Military Intelligence.

*Medical Staff*—Resignation of Surgeon W. Beaumont accepted, to take effect Dec. 31, 1839.

Surgeon N. S. Jarvis to proceed to Fort Jesup, and there relieve Ass't Surgeon R. Southgate who will report in person to the Surgeon General.

Ass't Surgeon J. Rhett Motte to repair to Fort Towson, and report to the commanding officer for duty.

Some attention has been bestowed in ascertaining the positions of the several Medical officers in Florida, and the following is believed to be nearly if not quite correct.

Surgeons.	Stations.
L. Foot,	Medical Director for the posts east of Suwannee river; station Fort Heileman, Garey's Ferry.
P. H. Craig,	Medical Director for the posts west of the Suwannee river; to be stationed by Col. Davenport, 1st inf'y., commanding district.
R. C. Wood,	General Hospital, Fort Brooke.
H. A. Stinnecke,	"With the 3d art'y; 1st, 2d, 6th and 7th inf'y; one to each regiment, each officer according to seniority selecting his regiment, to the commander of which he will report, who will then assign him a station."— <i>Special Order No. 3, Head Quarters, A. S.</i>
P. Maxwell,	
C. McDougall,	
B. Randall,	
Ass't Surgeons:	
R. Weightman,	New Smyrna, Atlantic coast.
E. Worrell,	

J. B. Porter,	Medical Purveyor, Fort Brooke.
J. B. Wells,	Medical Purveyor, Fort Heileman, and in charge of Hospital at Garey's Ferry.
J. M. Cuyler,	Picolata, St. John's river.
L. C. McPhail,	Fort White, Suwannee river.
S. P. Moore,	Fort King.
C. M. Hitchcock,	Pilatka, St. John's river.
W. W. Hoxton,	Charles' Ferry, Suwannee river.
J. H. Baldwin,	Middle Florida.
C. McCormick,	Fort Ocella.
S. R. Arnold,	Middle Florida.
W. J. Sloan,	Micanopy, near Black Creek.
J. R. Conrad,	Fort Pierce, Atlantic coast.
John Byrne,	Fort No. 3, west of Fort King.
Ellis Hughes,	Fort Lauderdale, Atlantic coast.
D. C. DeLeon,	Fort Oclawaha, Appalachicola.
C. Noyes,	Fort No. 11, near Black creek, E. F.
R. McSherry, jr.,	Middle Florida.
B. W. Woods,	do.
G. A. Williams,	Fort Macomb, M. F.
J. W. Russell,	} Tallahassee, Middle Florida.
J. C. Glen,	
H. E. Cruttenden,	
James Simons,	}
Total—Surgeons,	
Assistant Surgeons,	- 25—32

**Topographical Engineers.**—Leave of absence to Lt. Col. S. H. Long, until June 1, 1840.

**1st Artillery.**—2d Lieut. M. S. Culbertson, relieved from duty at the Military Academy, at his own request, and ordered to join his company.

**4th Artillery.**—1st Lieut. W. G. Freeman, relieved from recruiting service and assigned to duty at the Military Academy, (Assistant Instructor of Tactics.)

**1st Infantry.**—Captains S. Burbank and S. Eastman, in consequence of promotion, relieved from duty at the Military Academy, and ordered to join their regiment in Florida.

First Lieut. A. W. Reynolds, appointed Adjutant, vice S. M. Plummer, appointed A. Q. M.

**6th Infantry.**—Capt. G. Andrews, relieved from recruiting service, and assigned to temporary duty in subsistence department. (In charge of public stores at Shreveport, Louisiana.)

**8th Infantry.**—1st Lieut. J. M. Harvie, assigned to duty at the Military Academy. (Assistant Professor of Mathematics.)

## NAVY.

### ORDERS.

- Jan. 23—P. Mid. J. C. Williamson, schr. Grampus.  
25—Mid. A. Mc. Laughlin, schr. Grampus.  
27—Carpenter Jas. Mead, Rec'g ship, Norfolk.  
Actg. Mid. J. F. Marrast, naval school, Phila.  
27—Asst. Sur. J. H. Wright, navy yard, Norfolk.  
Lt. James K. Bowie, West India squadron.

## Naval Intelligence.

### U. S. VESSELS OF WAR REPORTED.

**WEST INDIA SQUADRON.**—Frigate Macedonian, Capt. Kennon, bearing the broad pendant of Commo Shubrick, at Havana, Jan. 5, to sail next day on a cruise to the windward islands. Her first lieut. S. B. Wilson, has been ordered, temporarily, to the command of the Warren, in place of Comm'r. Spencer, who retires on account of ill health.

Ship Warren, Lt. Comg. S. B. Wilson, from Havana, arrived at the S. W. Pass of the Mississippi, on Sunday, Jan. 12. Officers: Lieut. Com'g. S. B. Wilson. Lieutenants, J. T. Gerry, J. Lanman, J. R. Tucker, D. B. Ridgely, (acting.) Acting Master, W. Gwathney. Purser, T. M. Taylor. Surgeon, D. Egbert. Asst Surgeon, A. F. Lawyer. Midshipmen, S. D. Vallette, W. E. Boudinot, J. Guest, J. W. A. Nicholson, W. A. Webb, G. D. Lemoine, F. G. Mayson P. Shirley. Prof. Math. M. Yarnall. Captain's clerk, J. Gideon. Boat-swain, J. Bray. Gunner, J. W. Pennington. Sail maker, M. Wheeden. Purser's clerk, D. Davidson. Ship Levant, Comm'r. Smoot, at Havana, Jan 5.

## DEATHS.

In this city, on Monday last, after an illness of several weeks, aged 67, Commodore ISAAC CHAUNCEY, President of the Board of Navy Commissioners, and one of the senior officers of the U. S. navy.

### GENERAL ORDER.

NAVY DEPARTMENT, January 28, 1840.

As a mark of respect to the memory of Commodore ISAAC CHAUNCEY, one of the senior officers of the Navy, and President of the Board of Navy Commissioners, who died at Washington on the 27th instant, the flags of the Navy Yards, stations, and vessels of the United States Navy, are to be hoisted half-mast, and thirteen minute guns fired at noon on the day after the receipt of this order.

Officers of the Navy and Marine Corps will wear crape for thirty days. J. K. PAULDING.

GENERAL  
ORDERS,  
No. 3.

HEAD QUARTERS OF THE ARMY,  
ADJUTANT GENERAL'S OFFICE,  
Washington, Jan. 29, 1840.

The Secretary of War announces to the army the death of Commodore ISAAC CHAUNCEY, President of the Board of Navy Commissioners, who died on the 27th instant, at his residence at the seat of Government.

The conspicuous part which Commodore Chauncey bore in the late war with Great Britain, and his effective co-operation with the army on the Northern Lakes, must render his memory dear to every American patriot, and especially to the troops who, under his convoy, were borne to victory. Considering his signal services to the nation, and his association with the land forces, during the whole of the war, and the ties of friendship between the army and the navy engendered by a common effort during times of peril and of difficulty, encouraged by the noble and generous bearing of the gallant and lamented Commodore, the army cannot but participate in the general grief occasioned by the loss of so distinguished a co-operator in the defence of their country's honor; and in testimony of such feelings the officers are requested to wear the usual military mourning for the period of thirty days from the date of the promulgation of this order.

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES, Adj. Gen.

In New York, on the 22d instant, by accidental poisoning, Mrs. ELIZABETH B. wife of JOHN B. RANDOLPH, of the U. S. navy.

### PERIODICALS.

THOMAS R. HAMPTON, of the 3d Auditor's Office, is Agent for the Knickerbocker, Lady's Book, Lady's Companion, New World, Southern Literary Messenger, Democratic Review, Medico-Chirurgical Review, Boston Medical and Surgical Journal, besides nearly every other Medical, Literary, and Religious periodical extant. Orders addressed to him, post paid, will meet prompt attention. Jan. 30.—tf

### ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully beg leave to state to the officers of the above corps, that he has received from Washington City a copy of the new regulations, together with the drawing of the Topographical uniforms; and all orders for the same will be punctually attended to, and forwarded with despatch. July 18.—tf

N. B. Embroidered Engineer belts, and all Military equipments furnished as usual, at 168 Pearl street, New York City.

### MILITARY LAW OF THE UNITED STATES,

SECOND EDITION.

THE above work was compiled by Col. TREMAN CROSS, of the U. S. army, and contains all the laws in relation to the Army, Marine Corps, Militia, and Volunteers, from 1774 to 1838. Orders for the work, addressed, post paid, to GEORGE TEMPLEMAN, the publisher, Washington City, will be promptly attended to. Nov. 14—3m

### ARMY AND NAVY CHRONICLE

A complete file for the years 1833, 1837, 1838 and 1839, may be had at HALF PRICE, \$10 for the four years, in current money, free of postage. The accumulation of extra numbers requiring more room than can be conveniently spared, induces us to offer them at these low rates. Postage, under 100 miles, 52 cents per year—over 100 miles, 78 cents per year. Jan. 2.—tf